

# BookletChart™

## Atka Island – Western Part

NOAA Chart 16486

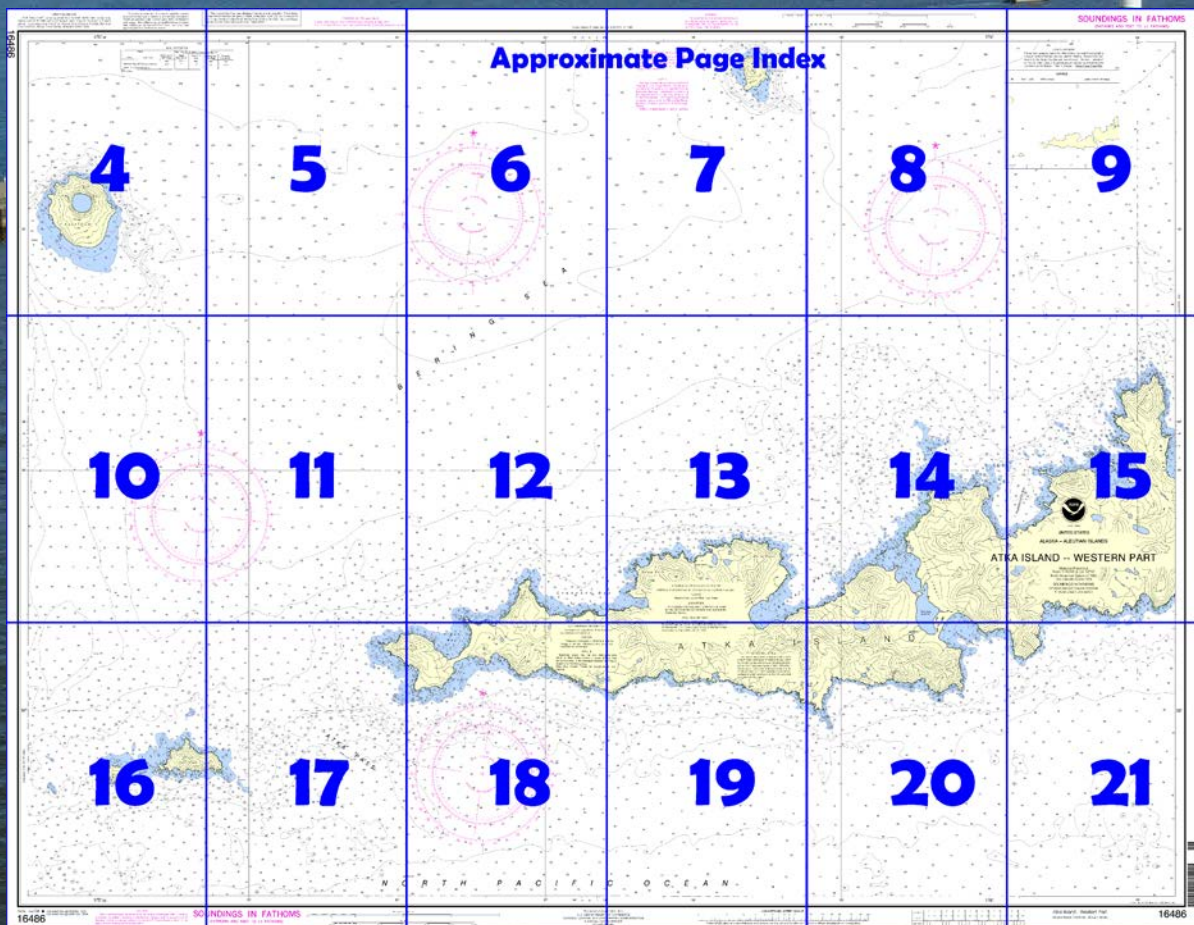


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16486>.



#### (Selected Excerpts from Coast Pilot)

**Kovurof Point** is the most prominent point W of Salt Island along the N shore of Atka Island. It is a double point, both parts of which slope gradually to a common peak 1,320 feet high. This peak is quite prominent on the few days out of the summer when it can be seen. The E point is the more prominent of the two and makes out farther to the N. It is distinguished by four flat-topped pinnacles directly off the point. Two of these pinnacles blend in

together from certain directions and only three can be seen. The pinnacles identify this point.

Between Kovurof and Bechevin Points is a bight 1 mile in depth. Two

small inner bays open into this bight, Kovurof Bay and Podsopochni Bay. They are separated by a peak 1,225 feet high, which stands alone. The summit is a sloping ridge as seen from offshore; a sharp peak as seen from the E and W.

**Kovurof Bay** is suitable as a small-boat refuge. There are numerous islands and rocky islets at its entrance. The passage W of these islands into the head of the bay is free of all dangers, except close alongshore. Anchorage for small craft is available in 4 to 10 fathoms, sand bottom.

**Podsopochni Bay**, between Bechevin Point and **Podsopochni Point**, has a general depth greater than 10 fathoms and may be used as an emergency anchorage for small- and medium-sized craft in any but N weather. The bay is free of dangers to within 0.3 mile of the shore. Enter the bay midway between the small, grass-covered island, 40 feet high, off Podsopochni Point, and the kelp-marked 6-fathom shoal 0.7 mile NE of Bechevin Point.

**Bechevin Point**, 5 miles SW of Kovurof Point, is also a double point, with a small bight in the shoreline between. The bluffs at the ends of these points rise to about 250 feet and are brown in color, streaked with gulleys and studded with pinnacles. The E part of the point rises abruptly to a sharp peak of 710 feet; the W part rises to a head of 615 feet, and then drops to a saddle before rising to the 1,000-foot-ridge behind. N of the W part of Bechevin Point at a distance of 0.7 mile is a rocky 14-foot islet that is the most conspicuous and dangerous menace to navigation in this locality. Matted kelp and submerged reefs make out from the point and surround this rocky islet for some distance. Passage between the islet and the point should not be attempted, except by small craft; a low, flat reef which uncovers 2 feet is 400 yards off the point.

The deep bight between Bechevin Point and White Point contains two small inside bays. The bay to the E, **Portage Lagoon**, is marked by numerous bare, black, rocky islets at its entrance, and by a high, steep-sloped peak directly W of the entrance. This lagoon which extends from Bechevin Bay across Atka Island almost to the Pacific side of the island, when seen from the NW, appears as a low pass through Atka Island. Small boats can enter Portage Lagoon as heavy seas do not enter this lagoon because of the string of reefs and islets across the entrance that act as a breakwater. Passages between these reefs are narrow and dangerous, especially in heavy weather, and should not be attempted by strangers. One passage is between the southwesternmost reef and the W shoreline. Several kelp-covered reefs are in this passage. A second passage is E of the grass-topped islets and about midway in the line of reefs. This passage is about 50 yards wide and has covered rocks on both sides.

**Bechevin Bay**, when approached from the N, is identified by the aforementioned low pass or valley cutting through the mountainous coast of Atka Island to the Pacific. The rocky islet 0.7 mile off Bechevin Point helps to identify the bay. The SW side of the entrance to the bay is marked by a rugged hill with deeply eroded scars and slides. The base of the hill is fringed with whitish-gray rock along the shore. Bechevin Bay is about 4 miles long and 1 mile wide. It is fairly open and exposed. Strong, gusty winds drawing through the mountain passes are common. Large ships anchoring in the outer bay will find less wind in the lee of the prominent 1,510-foot hill just SW of Portage Lagoon. The survey ship frequently anchored 0.5 mile off the shore under this hill in 20 fathoms, with the N tangent of the hill bearing **090°** and the low, grassy headland on the N side of the entrance to the inner bay bearing **250°**.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander  
17th CG District  
Juneau, Alaska

(907) 463-2000

# Table of Selected Chart Notes

Corrected through NM May 1/04  
Corrected through LNM Apr. 13/04

## HEIGHTS

Heights in feet above Mean High Water.

## LOCAL MAGNETIC DISTURBANCE

Differences of as much as 10° from the normal variation have been observed on Koniugi Island and as much as 7° at distance of 2 miles in all directions around the Island.

## Mercator Projection

Scale 1:40,000 at Lat. 52°05'  
North American Datum of 1983  
(World Geodetic System 1984)

## SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

For Symbols and Abbreviations see Chart No. 1

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 4.689' southward and 8.713' westward to agree with this chart.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## NOTE B

Extremely heavy tide rips and strong currents which at times make control of vessel difficult may be encountered in the passages between the Pacific Ocean and the Bering Sea.  
(See Tidal Current Tables for Supplemental information).

## AUTHORITIES

Hydrography and topography by the National Ocean Service and Coast Survey with additional data from the Geological Survey.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## UPDATING SERVICE

FOR THIS CHART, a listing of NOTICE TO MARINERS (NM) corrections subsequent to the NM corrected through date shown in the lower left hand corner, is available from the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## COLREGS, 82.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## TIDAL INFORMATION

Place (Lat/Long)	Height referred to datum of soundings (MLLW)				
	Mean Higher High Water	Mean High Water	Mean Tide Level	Mean Lower Low Water	Extreme Low Water
Bechevin Bay (52°02'N/175°07'W)	feet 3.5	feet *	feet 1.7	feet 0.0	feet -3.0
*Note: Tide is chiefly diurnal (Feb 2004)					



16486

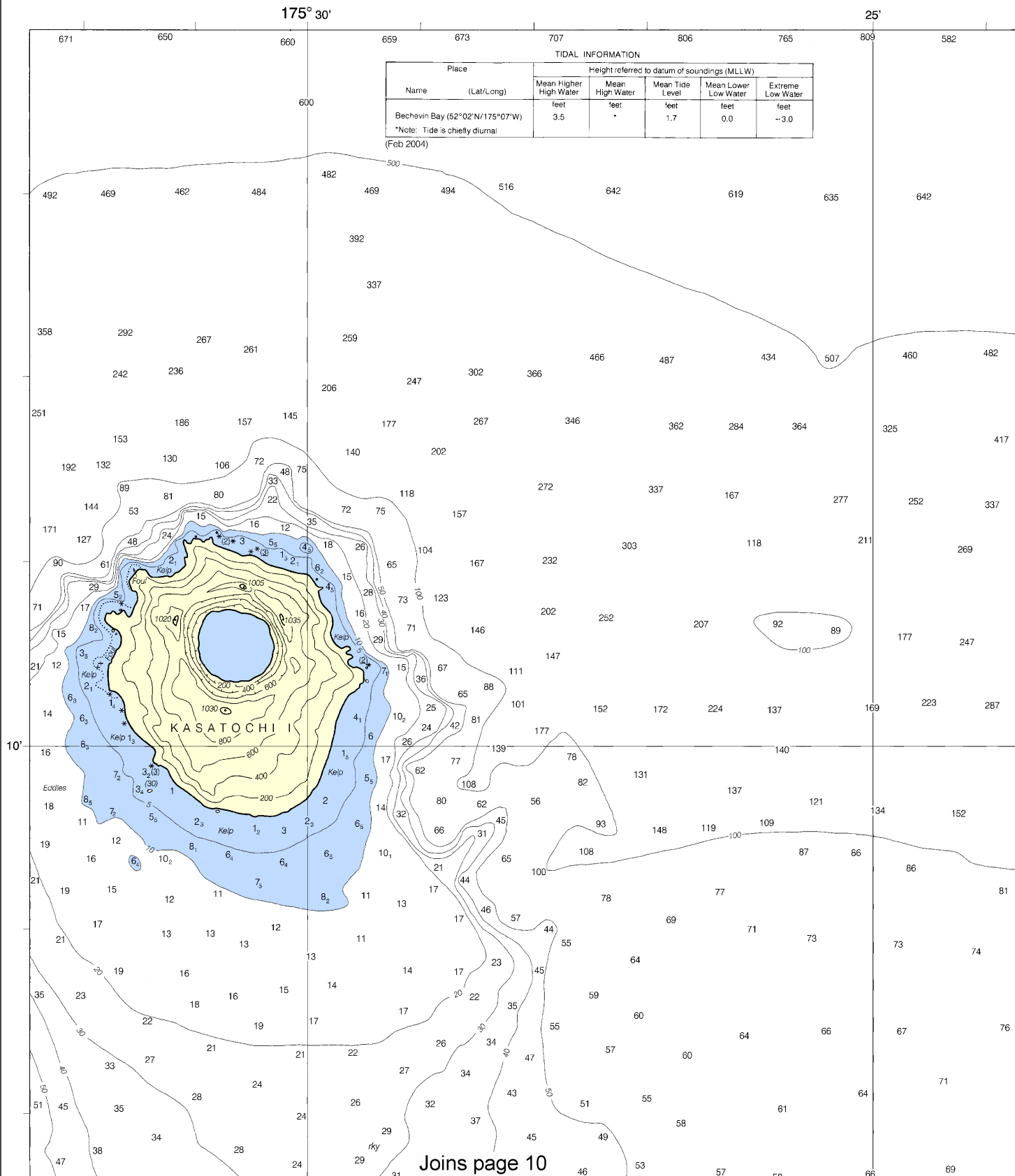
UPDATING SERVICE

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PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

This nautical chart has been designed to promote safe navigation. The Ocean Service encourages users to submit corrections, additions, or comments to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



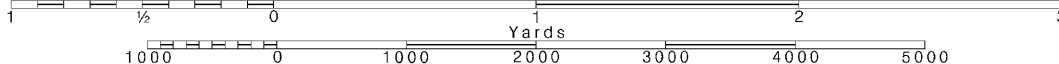
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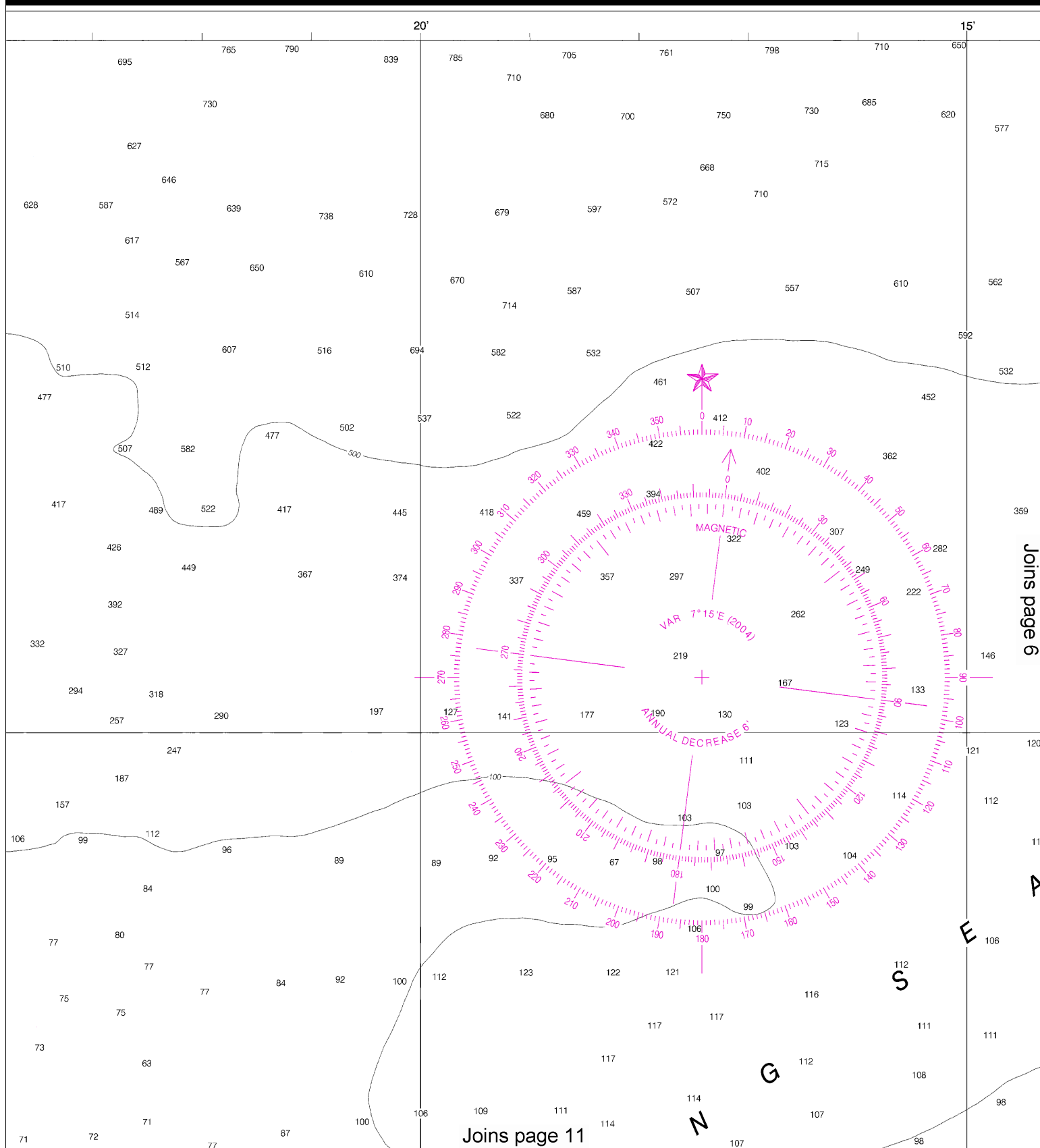
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Printed at reduced scale.

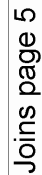
SCALE 1:40,000  
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

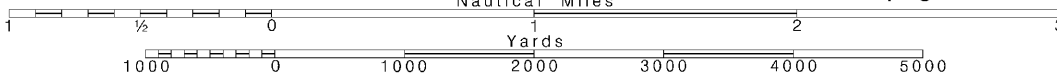


Joins page 12

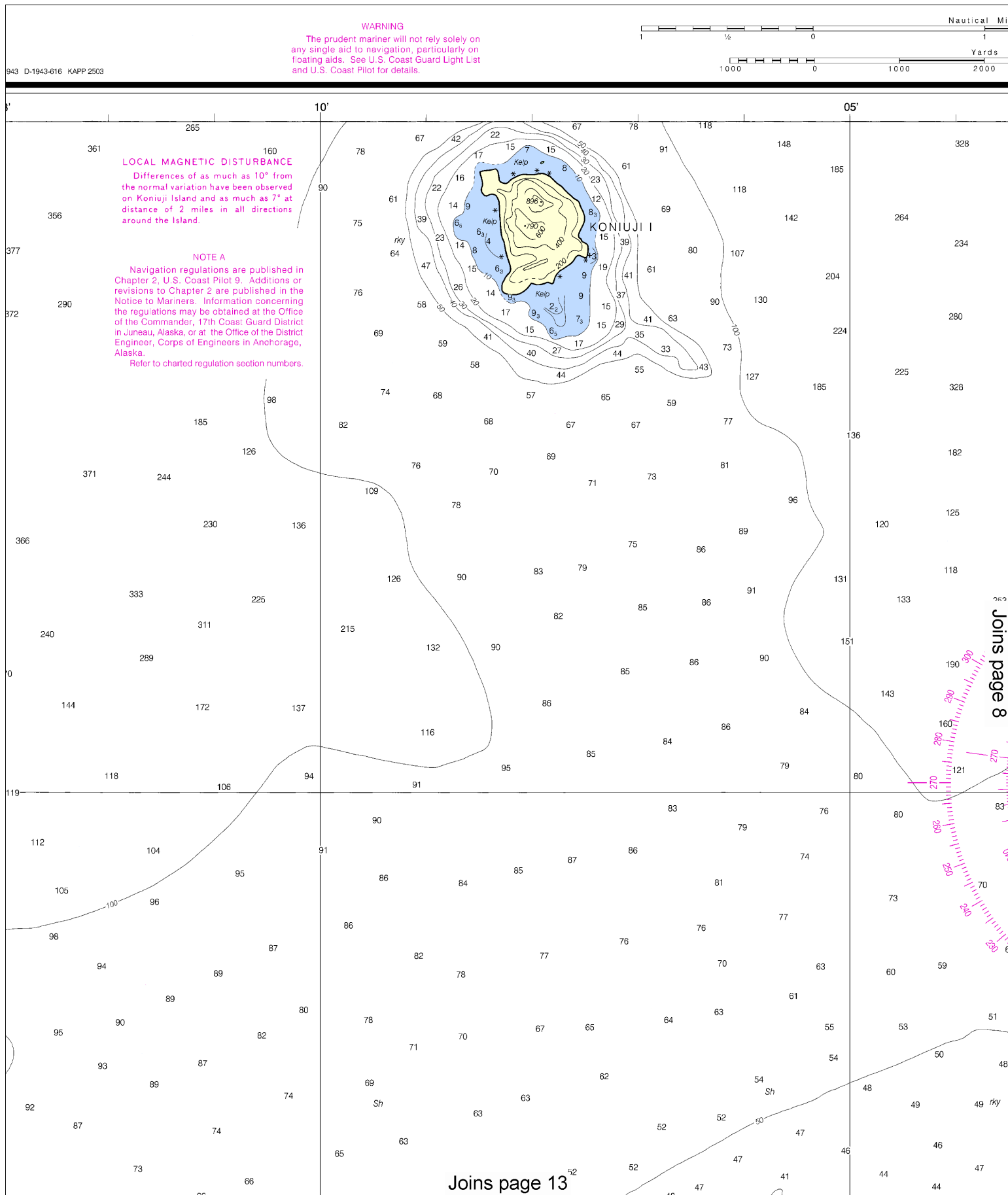
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Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.



# 6

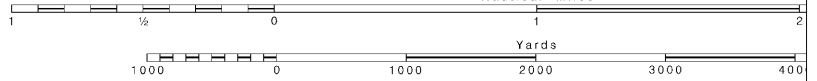


This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,  
 NGA Weekly Notice to Mariners: 4812 12/1/2012,  
 Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Nautical Miles



**MAGNETIC DISTURBANCE**  
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**NOTE A**  
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to Chapter 2 are published in the  
Mariners. Information concerning  
tions may be obtained at the Office  
mmander, 17th Coast Guard District  
Alaska, or at the Office of the District  
Corps of Engineers in Anchorage,  
o charted regulation section numbers.

Joins page 7

KONIUJI I

Joins page 14

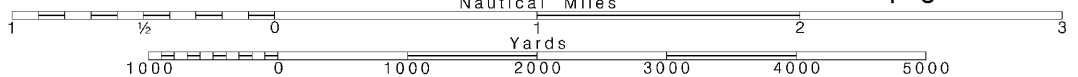
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Note: Chart grid  
lines are aligned  
with true north.

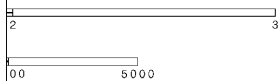
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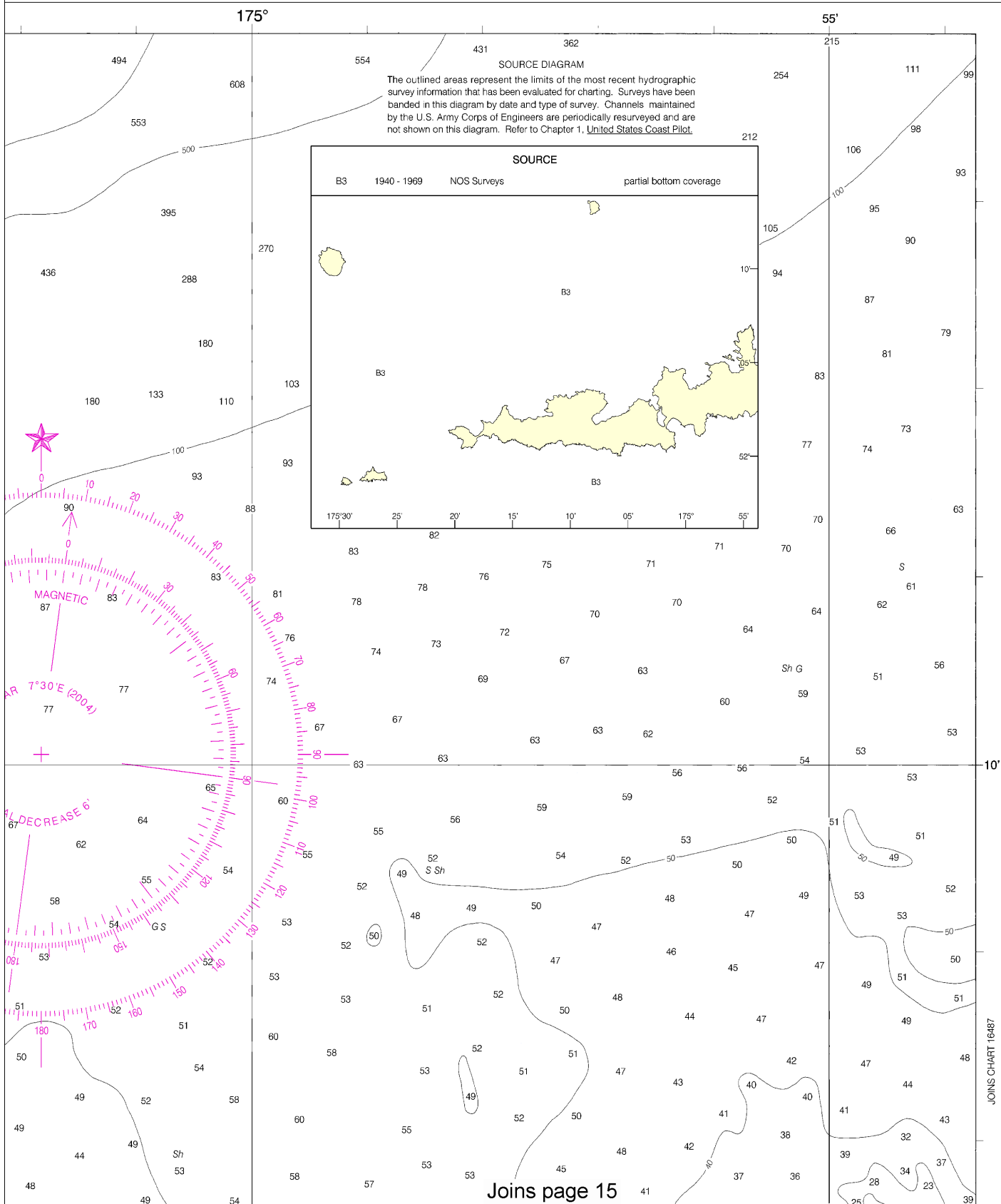


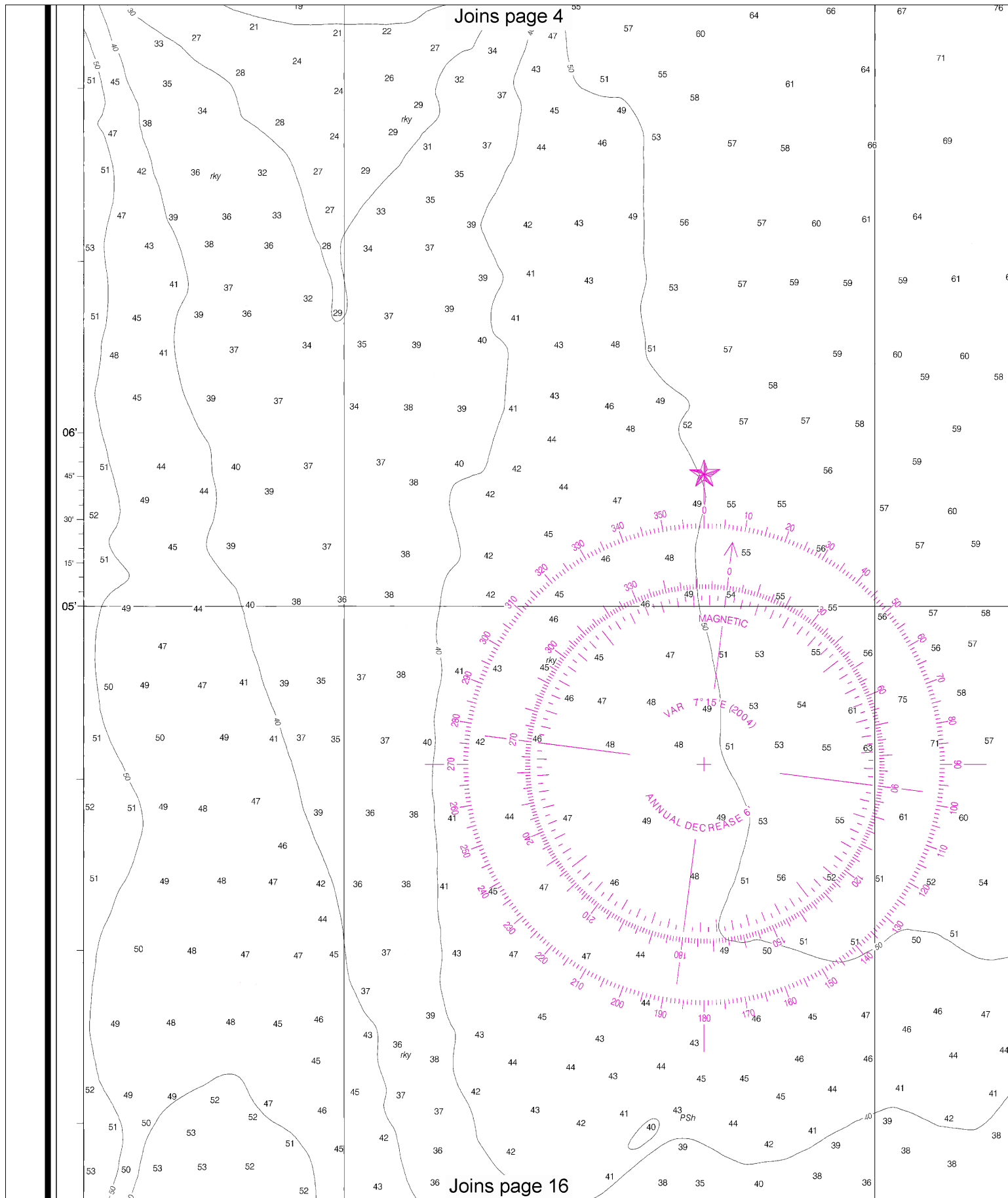




# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)





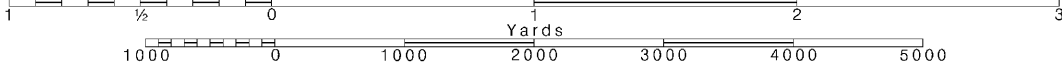
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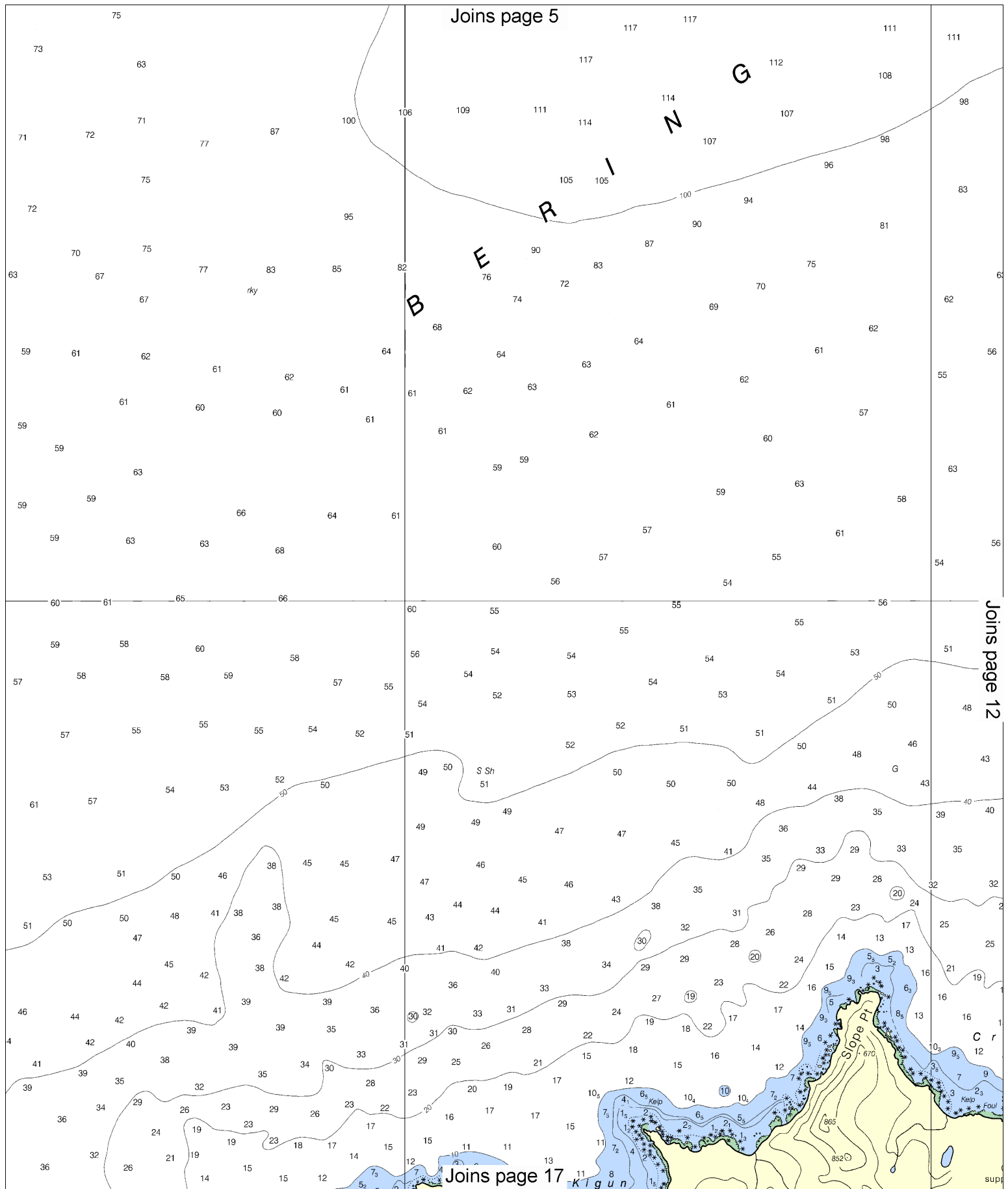
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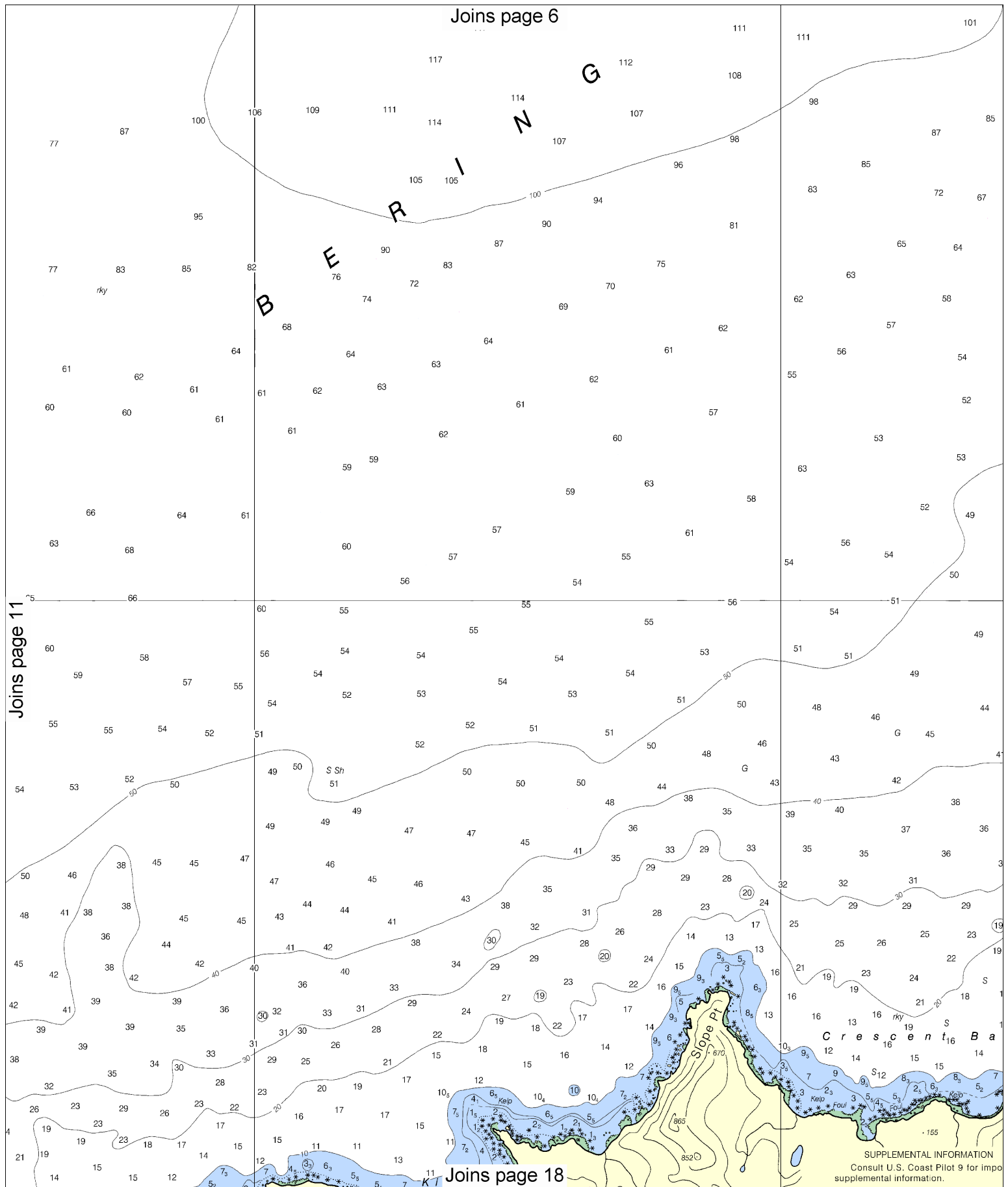
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SCALE 1:40,000  
Nautical Miles

See Note on page 5.







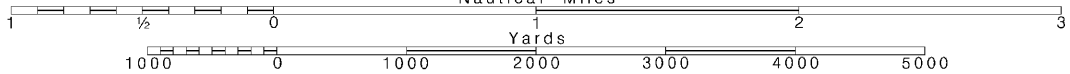
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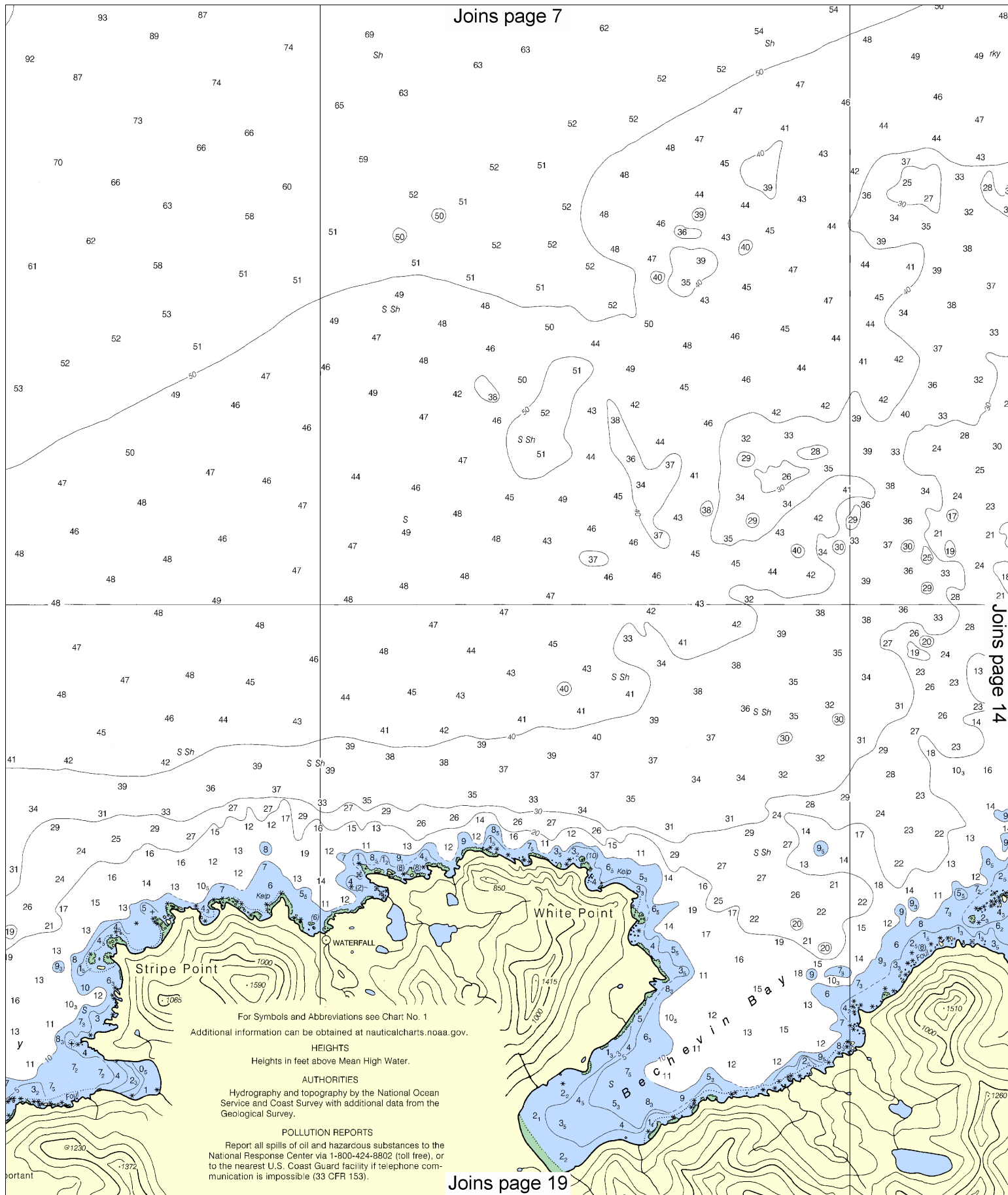
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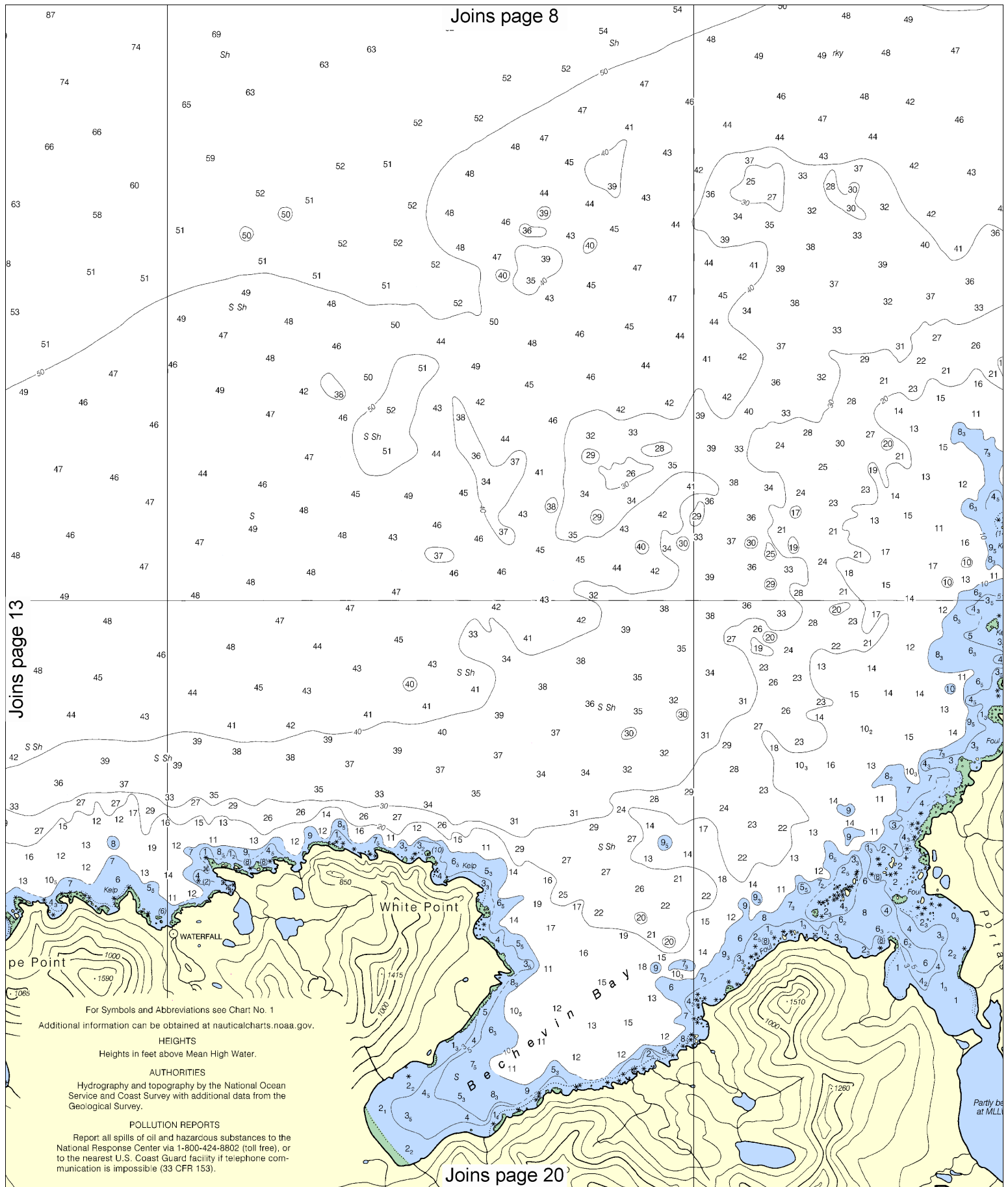
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See Note on page 5.









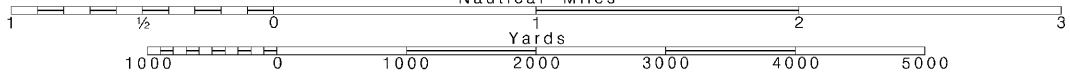
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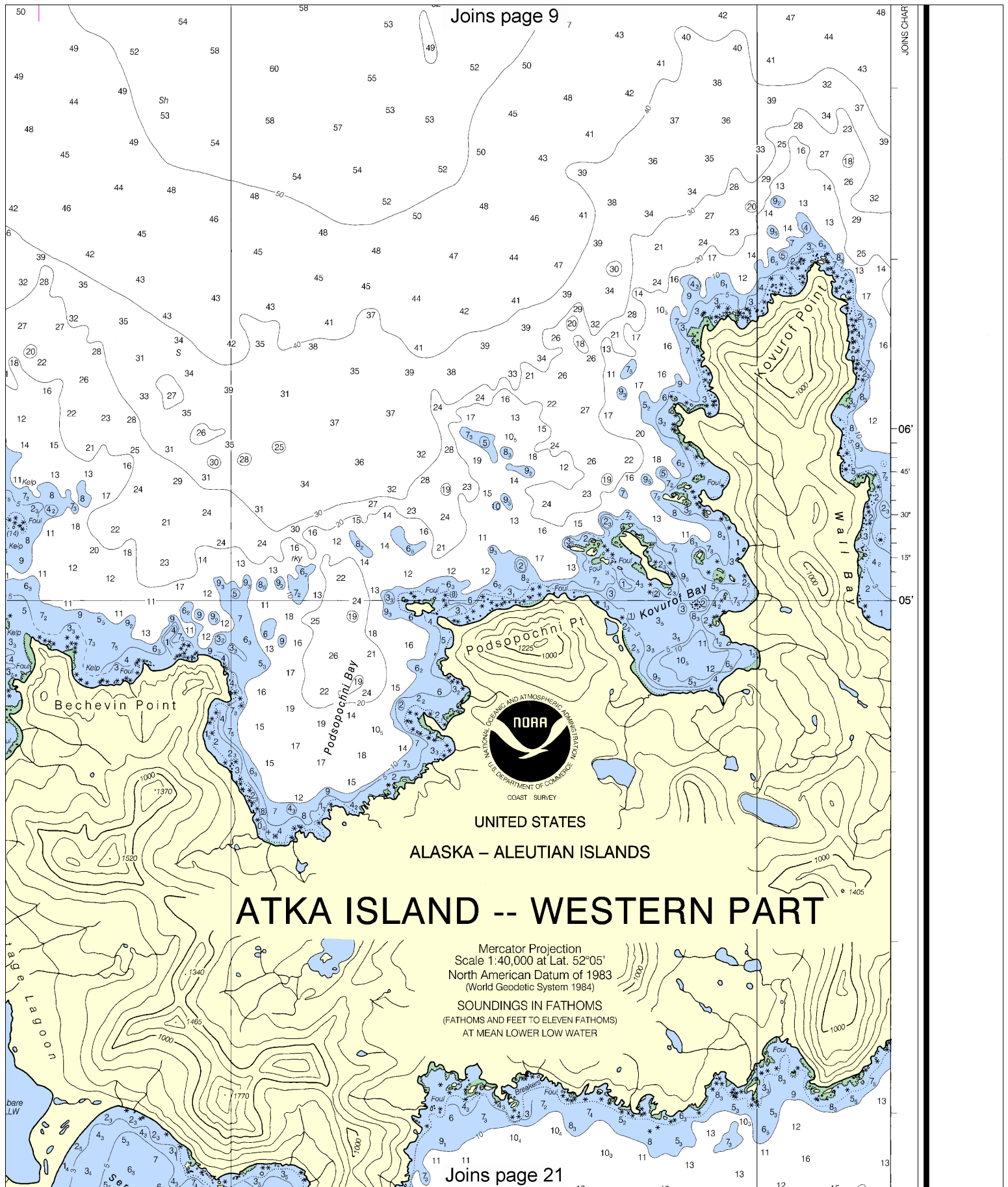
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





Joins page 104

52°

CONTINUED ON CHART 16484

175° 30'

25'

7th Ed., May/04 ■ Corrected through NM May 1/04  
Corrected through LNM Apr. 13/04

16486

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

**SOUNDINGS IN FATHOMS**  
(FATHOMS AND FEET TO 11 FATHOMS)

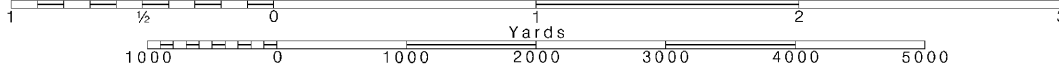
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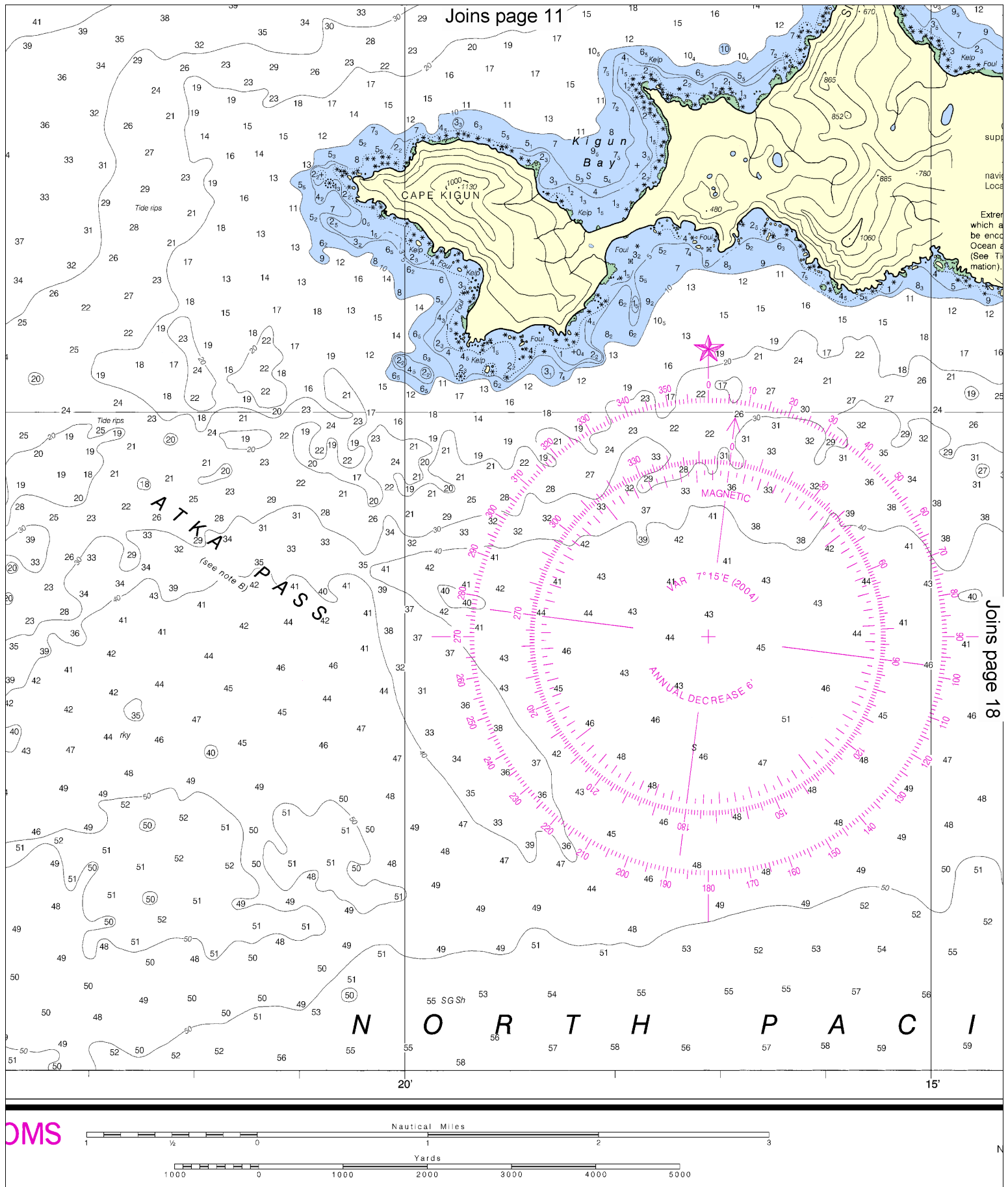
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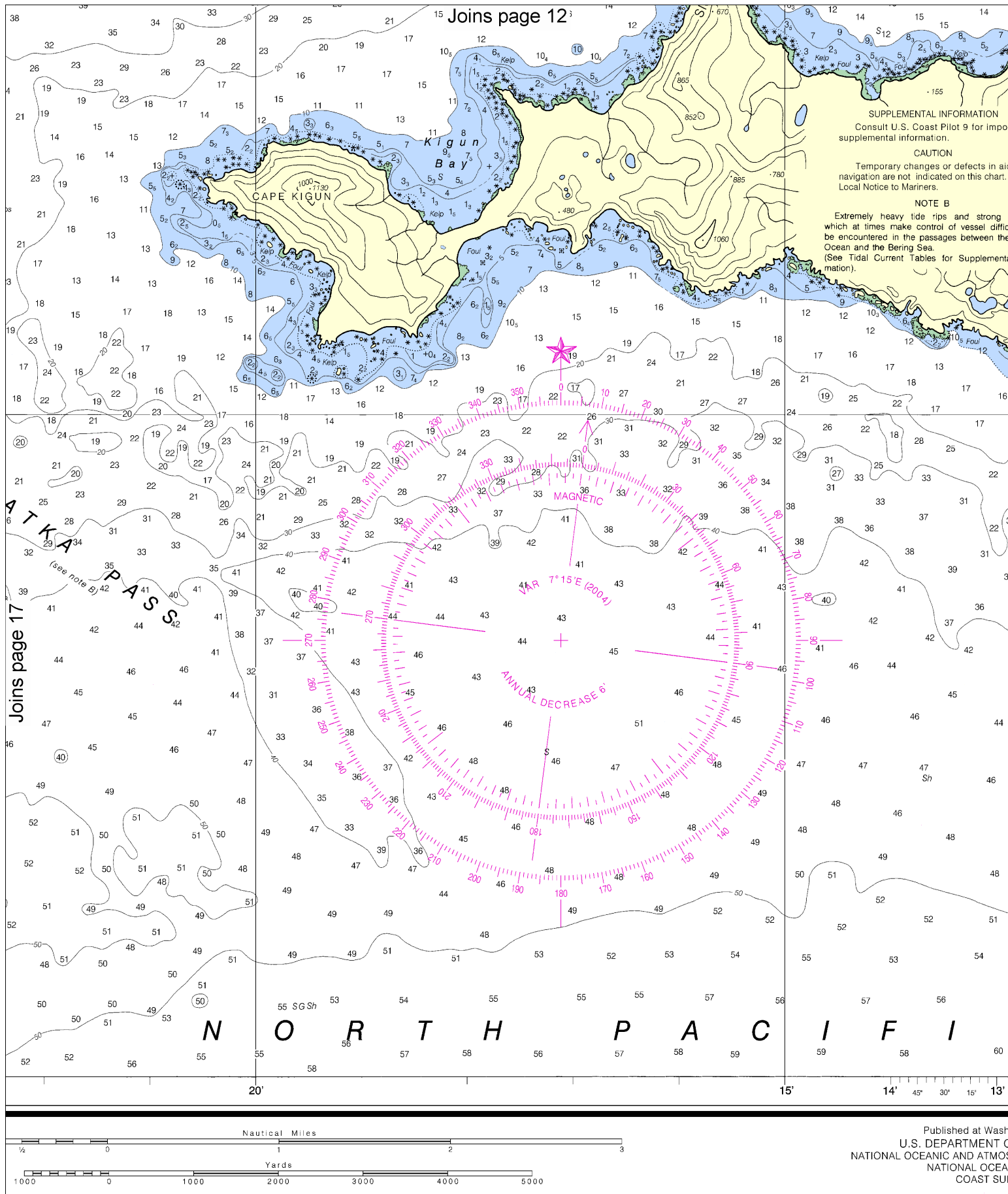
SCALE 1:40,000  
Nautical Miles

See Note on page 5.









SUPPLEMENTAL INFORMATION  
Consult U.S. Coast Pilot 9 for important supplemental information.

CAUTION  
Temporary changes or defects in aid navigation are not indicated on this chart. Local Notice to Mariners.

NOTE B  
Extremely heavy tide rips and strong currents which at times make control of vessel difficult be encountered in the passages between the Ocean and the Bering Sea. (See Tidal Current Tables for Supplemental information).

ATKA  
PASSES  
(see note B)

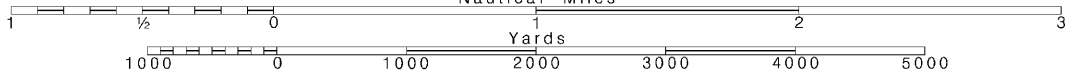
18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



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U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEANIC AND ATMOSPHERIC DATA CENTER  
COAST AND GEODETIC SURVEY





Heights in feet above Mean High Water.

**AUTHORITIES**

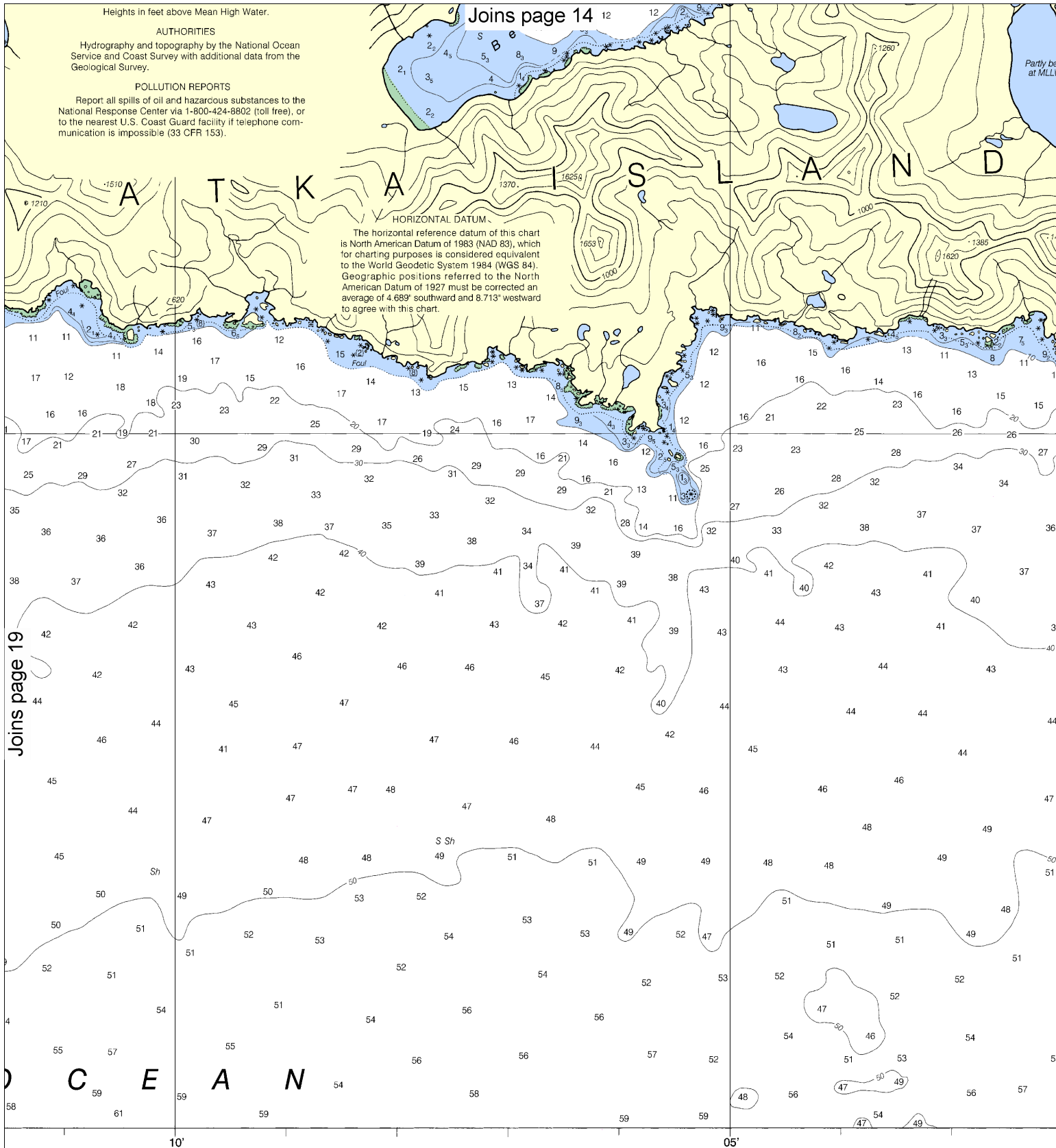
Hydrography and topography by the National Ocean Service and Coast Survey with additional data from the Geological Survey.

**POLLUTION REPORTS**

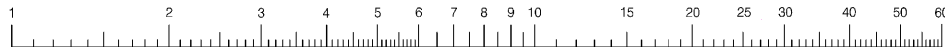
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**HORIZONTAL DATUM**

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**LOGARITHMIC SPEED SCALE**



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

FATHOMS	
FEET	
METERS	

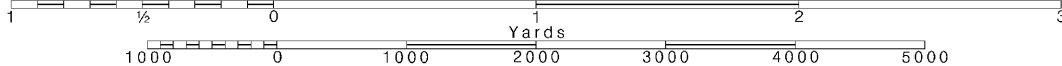
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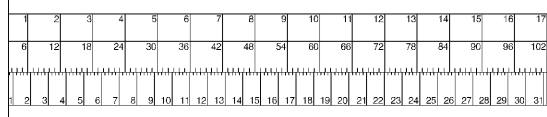
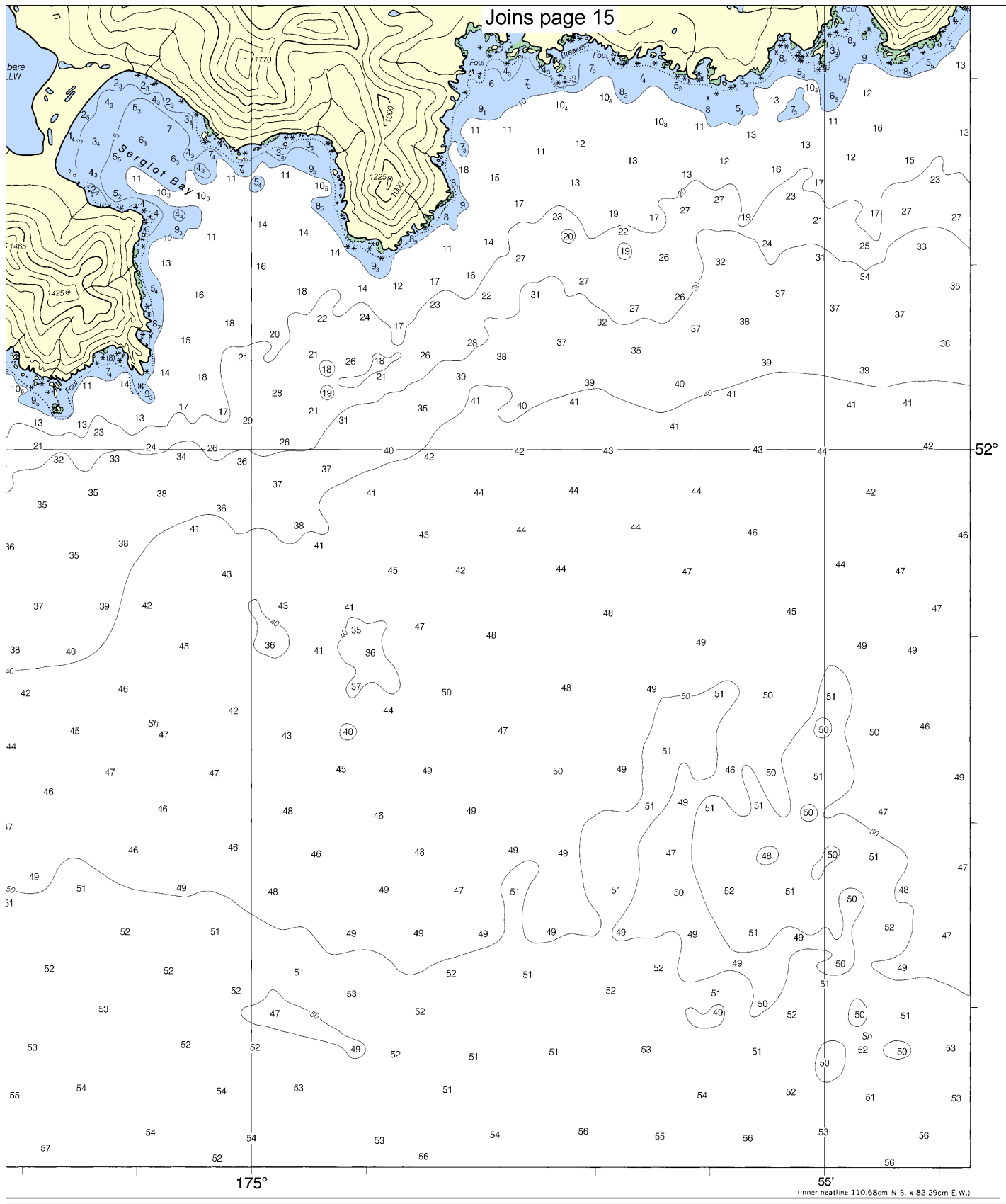
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





Atka Island - Western Part  
SOUNDINGS IN FATHOMS - SCALE 1:40,000

16486

ED NO. 7  
NSN 7642014011314  
NGA REFERENCE NO. 16BHA16486



EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker